

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 – 52 (canceled)

Claim 53 (previously presented): A method of mounting a turbocharger to an internal combustion engine driven vehicle, comprising:

mounting an exhaust inlet of the turbocharger to an exhaust system of a vehicle, the turbocharger having an oil inlet and an oil outlet;

coupling an oil pump in fluid communication with the oil outlet of the turbocharger and a reservoir side of an oil system; and

removing an existing muffler from the vehicle and mounting the turbocharger at least partially in a space normally occupied by the existing muffler.

Claim 54 (canceled)

Claim 55 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising installing a valve between the turbocharger oil inlet and a pressure side of the oil system.

Claim 56 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising positioning an inlet to the oil pump in fluid communication with the oil outlet of the turbocharger.

Claim 57 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising coupling an air filter to an air charge inlet of the turbocharger.

Claim 58 (canceled)

Claim 59 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, wherein the air filter is positioned in a fender well of the vehicle.

Claim 60 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising coupling a wastegate between an exhaust pipe of the vehicle at a location before an exhaust inlet of the turbocharger and a tail pipe of the vehicle.

Claim 61 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising coupling a water injection system to the turbocharger for injecting water into an air charge flow exiting the turbocharger.

Claim 62 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising providing a modified engine oil fill cap with fittings to couple to an oil return line extending between the oil pump and the fill cap.

Claim 63 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising providing a wastegate control system for regulating boost pressure.

Claim 64 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 53, further comprising providing a pump controller for varying a speed of the pump according to engine speed.

Claims 65 – 86 (canceled)

Claim 87 (previously presented): A method of mounting a turbocharger to an internal combustion engine driven vehicle, comprising:

mounting an exhaust inlet of the turbocharger to an exhaust pipe extending at least partially along the underside of the vehicle, the turbocharger having an oil inlet and an oil outlet;

coupling an oil pump in fluid communication with the oil outlet of the turbocharger and a reservoir side of an oil system; and

providing a modified engine oil fill cap with fittings to couple to an oil return line extending between the oil pump and the fill cap.

Claim 88 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 87, further comprising removing an existing muffler from the vehicle and mounting the turbocharger at least partially in a space normally occupied by the existing muffler.

Claim 89 (previously presented): The method of mounting a turbocharger to an internal combustion engine driven vehicle of claim 87, further comprising installing a valve between the turbocharger oil inlet and a pressure side of the oil system.

Claims 90 – 123 (canceled)